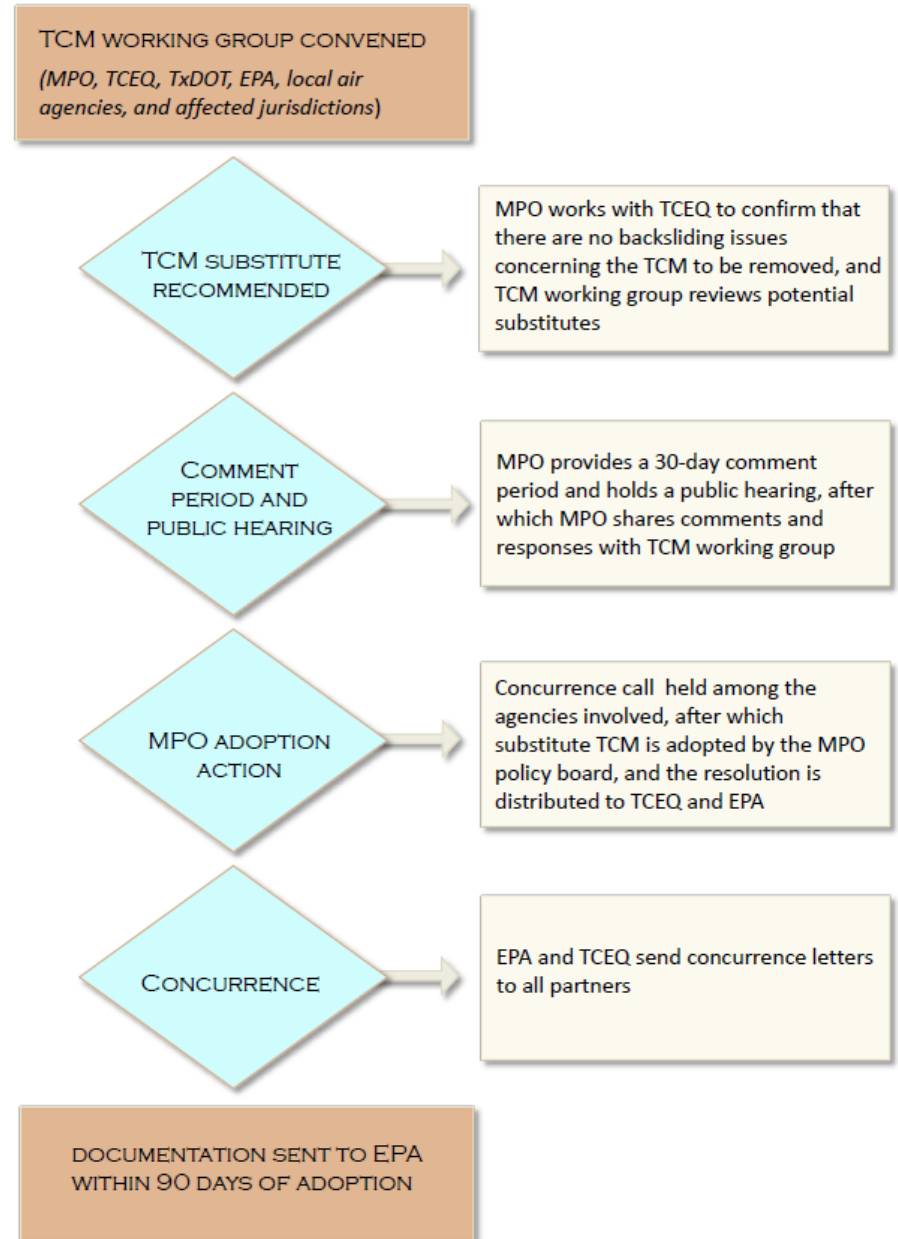


TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION PROCESS



Follow Up Information: February 9, 2026

Transportation Control Measures (TCM)

- TCMs are strategies that reduce transportation-related air pollution by improving traffic flow and reducing vehicle use. TCMs are included in the State Implementation (SIP) for the Dallas/Fort Worth area.
- Under 30 TAC §114.270, metropolitan planning organizations are responsible for implementing and maintaining TCMs and ensuring they are funded. MPOs are also responsible for maintaining a list of current TCMs and the emissions reductions associated with their implementation.
- North Central Texas Council of Governments (NCTCOG) is responsible for implementing the TCMs in the DFW SIP. As part of each transportation conformity determination process, NCTCOG is required to demonstrate timely implementation of TCMs (40 CFR 93.113). The most recent conformity determination for the DFW area, which included a demonstration of TCM implementation, was made November 21, 2024.

TCM Substitution

- The requirements for substituting TCMs are codified in FCAA, 176(c)(8). They include participation and concurrence among the air quality and transportation partner agencies (NCTCOG, Texas Commission on Environmental Quality (TCEQ), Texas Department of Transportation (TxDOT), and the Environmental Protection Agency (EPA)) on the equivalency of emissions benefits between the existing and substitute TCMs, implementation timing, and adequate funding, personnel, and authority to implement the substitute TCM.
- NCTCOG has initiated several TCM substitutions since 2004, the most recent of which was completed in 2019. Since 2014, the partner agencies have used the attached TCM substitution process chart to complete TCM substitutions.

DART TCMs

- Based on TCEQ's review of the TCM commitments NCTCOG made in the [2000 DFW One-Hour Ozone Standard Attainment Demonstration SIP Revision](#) (Appendix G) and NCTCOG's [draft 2025 transportation conformity demonstration](#) (Appendix E.2), there are DART rail TCMs in the SIP.
- NCTCOG can work with TCEQ to confirm what projects, if any, have been substituted since 2000 and if any SIP TCMs need adjustment.

DFW Area Nonattainment Status

NAAQS	Nonattainment Classification	Attainment Date
2008 Ozone (75 ppb)	Severe	July 20, 2027 (must attain by the end of 2026)
2015 Ozone (70 ppb)	Serious	August 3, 2027 (must attain by the end of 2026)

Rail TCMs from the 2000 DFW One-Hour Ozone Standard Attainment SIP Revision (Appendix G)

Dallas-fort Worth Serious Ozone Nonattainment Area Attainment Demonstration Sip Commitments - Revised March 3, 2000 1990-2007 Transportation Control Measures Rail								2007 Emission Reductions (lbpd)	
Project Code	Agency	Project Name	From	To	Project Description	Implem. Year	Commitments	VOC	NOx
	DART	TRE	Union Station	Fort Worth T&P	Rail	11/05	25	152.52	245.35
	DART	NC	E. Plano Transit Center	Union Station	Rail	11/05	12.3	112.31	180.67
	DART	NE	Garland	Union Station	Rail	11/05	11.3	37.44	60.22
	DART	NW	Carrollton	Union Station	Rail	11/07	19.1	110.92	178.44
	DART	SE	Elam Rd.	Union Station	Rail	11/07	10.2	83.19	133.83
Local	Dallas	Light Rail Transit			Light Rail Transit	6/96		14.05	25.43
2686	Various	Railtran Commuter Rail			Rail	12/96		4.73	8.56
	DART	Light Rail	Completion of Lrt Stater System		Light Rail (Local Funds)	97	9	17.20	31.75

Scenario 1 and 2: Analysis

Who	What	Scenario 1	Scenario 2
Eastern Subregion	Non-transit Funds for DART Cities	\$0	\$50M Federal
Everyone	Leverage with State Existing Programs	No	Yes
4 Urban Counties	\$100M Air Check	No	Yes
Everyone	TCM Cost Replacement	Yes	No
Withdrawal Cities	Federal/Local Clawback	Yes	No
Everyone	Less Favorable Federal Competition	Yes	No
Everyone	Less Favorable State Reception	Yes	No
DART Cities	GMP Projects	No	Yes

 Much Better for Everyone

